2: Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
1958 MM1 Aden MM1

factory or office or in their homes, and there was a sad lack of
468 mutual respect, understanding and consultation. Negotiating machinery in industry, as we understand it in this country, did not exist and efforts made during the first years of my term of office as Governor to persuade Managements to modernise their outlook were largely unavailing. The employers had
467 no federation or co-ordinating authority for their labour relations and labour was leaderless. Up to 1952 there was only one Trade Union in the Colony. Then suddenly Trades Union became fashionable and everyone wanted to have these new toys, with the result that by March 1956 some twenty-five Unions had been registered, the majority of whom had been in existence for only a few months. The Trades Union leaders were mostly young men and were, without exception, inexperienced and in some cases more interested in power than they were in the proper functioning of the Unions. The Unions were mostly House Unions and in their dealings with Managements their leaders often behaved in an ill-mannered and provocative manner and conducted themselves generally like people with an inferiority complex rather out of their depth, which is precisely what they were. One thing the Union leaders had no doubt about was that they would not hesitate to make full use of their new authority. They had not long to wait. At this time strikes were very much in the air literally, with news of labour unrest a feature of practically every radio news broadcast, blared forth in the Colony eating houses and coffee shops. The atmosphere was certainly conducive to strikes, and I am afraid that many of the Trades Union leaders did not view the possibility of their advent with that concern, and indeed dismay, which they would have had they been more experienced and responsible. They had all got their toys and maybe some of the children wanted to wind them up and see what would happen.

468 The employers, on the other hand, were inexperienced in
466 dealing with Trades Union and resented, often with cause, the attitude of the Trades Union officials. With the exception of
[474] the "Shipping Conference" which was composed of representatives of the shipping companies and was mainly concerned

with freight rates and stevedoring charges, the employers were disorganised and were, for the most part, in active competition with each other. They were very conscious of the considerable improvements in living and working conditions which had been made by them and they felt that they were entitled to expect, if not the gratitude of their workmen, at least a period of industrial calm free from further demands. They were alarmed at the increase in the number of the Trades Union, which meant only one thing to them and that was more and more and bigger and bigger demands by labour until commercial life became impossible. It seemed quite clear to the majority of the employers that the Unions would have to be fought and brought to their senses or broken, and that this must be done before they became too strong.

Although the continued anti-British broadcasts from Cairo had undoubtedly had their effect on the general atmosphere in the Colony, which the activities of the nationalist National United Front Party had done nothing to improve, labour as a whole was behaving reasonably well. There were, of course, some differences of opinion between individuals and Managements, but the two main labour problems were being dealt with. The first of these problems, which was not in any way extraordinary and concerned shift rates for stevedores, was under discussion between employers and the Labour Department of Government, and a satisfactory settlement was in sight. The second problem was out of the ordinary and was a direct result of the improved housing conditions which many workmen now enjoyed. Put simply the trouble was that the provision of better and modern housing had increased the cost of living of the occupants to a point where, on their wage scales, they could not make both ends meet and were distinctly worse off financially than they had been before the new houses and flats were available. The reason for this curious state of affairs was not increased rent, because although there had been an increase it had been cushioned by subsidisation by Government, the Refinery, the Port Trust and the commercial houses which provided housing for their employees. Previously many of the workmen concerned had been living three or four families

5:Gt. Brit., Colonial Office G-3 (1947) 1949 MM1 Aden MM1

Salt Works	Italian, Indian.
Soap Works	French.
Dyeing and Printing	French, Indian.
Button Factory	Italian.
Aluminium Factory	Indian.
Shipping Agencies	British, Indian.
Ship-owning	French, Arab, Indian.
Oil Supply	British, French, Arab.

The most important developments in 1947 were the restriction of output of the weaving and dyeing industries owing to inability to procure the thread or cloth to process and the establishment of the new industries of button-cutting and aluminium-pressing.

There are no co-operative societies.

Aden has no agriculture, forests or mines. Animal husbandry is confined to the keeping of a few hundred cows for dairy purposes. The following statement shows the imports and exports of animals:

TOTAL IMPORTS OF ANIMALS

	Sheep and Goats	*Cattle*	*Camels*	*Horses*	*Mules*
By land	34,048	4,870	85	12	—
By sea	101,677	180	—	2	29
TOTAL	135,725	5,050	85	14	29

TOTAL EXPORTS OF ANIMALS (BY SEA)

Sheep and goats	*Cattle*	*Camels*	*Dogs*
2,697	28	—	4

Total Exports of Animals by Military . Sheep and goats, 180

Chapter 7: Social Services

EDUCATION

There are three kinds of schools in the Colony: Government schools under the Director of Education, which are financed directly from Colony funds; schools which Government recognises and assists by means of grants-in-aid both on capital and recurrent costs; and a number of indigenous and Quranic schools for both boys and girls. The public demand for education continued to expand, and applications for admittance to schools outnumbered the available places. To meet this demand it was possible to arrange for a number of extra streams of pupils to be started, as well as for a "special" class for a group of successful candidates

6:Gt. Brit., Colonial Office G-3 (1948) 1950 MM1 Aden MM1

Lorries are owned in small fleets by merchants and contractors; conversely, the 65 buses are almost all in individual ownership. Taxis are in small ownership, and mainly driven by Somalis.

As an example of the diverse nationality of business ownership in Aden, the following are the main concerns and the nationality of their proprietors:

Salt Works	Italian, Indian.
Soap Works	French.
Dyeing and Printing	French, Indian.
Aluminium Factory	Indian.
Shipping Agencies	British, Indian, French.
Ship-owning	British, French, Arab, Indian.

There are no co-operative societies.

Aden has no agriculture, forests or mines. Animal husbandry is confined to the keeping of a few hundred cows for dairy purposes. Animals were imported as follows:

TOTAL IMPORTS OF ANIMALS

	Sheep and Goats	*Cattle*	*Camels*	*Horses*	*Donkeys*	*Dogs*
By land	41,393	5,031	44	6	1	Nil
By sea	105,729	76	3	Nil	Nil	13
TOTAL	147,122	5,107	47	6	1	13

Chapter 7: Social Services

EDUCATION

Types of School. Schools directly maintained by Government provide primary and lower secondary education through the medium of Arabic, the mother-tongue of the large majority of the population, and higher secondary education through the medium of English. The teaching of English is begun in the first standard of the lower secondary school, the suggestion for its introduction into the primary schools having been rejected by reason of pressure for fuller teaching of Arabic.

Aided schools similarly provide primary and lower secondary education through the media of English, Gujrati, Hebrew and Urdu.

There are also a number of unrecognised indigenous and Quranic schools for both boys and girls.

The public demand for educational expansion was very impressive. There was much pleasure expressed at the provisions of the Five-Year Plan but this was tempered with much scepticism. The "special" class worked well and all pupils passed into the Government Secondary School.

7: Gt. Brit., Colonial Office G-3 (1949-50) 1951 MM1 Aden mm1

The Island of Perim was visited early in 1950, when a good haul of sharks was made by the fishery vessel. Shark lines have been lent to the inhabitants, but the poorness of their boats, the bad weather and the roughness of the bottom led to the loss of many hooks. The Administrator of Perim has been granted funds to provide a motor sambuk during 1951, of which the Perim water-plant foreman will be engineman.

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OTHER INDUSTRIES

As already stated, the main industry is the bunkering of ships and the handling of cargo. These activities are in the hands of large firms, the labour employed consisting almost entirely of immigrant Yemeni Arabs who come south for a year or two, leaving their wives at home, and return when they have accumulated sufficient money.

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There are some small factories owned by private companies. The chief are soap works, aluminium pressing of domestic utensils, manufacture of cigarettes and dyeing and printing of cloth. These supply the local demand and provide for export to adjoining territories.

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Of industries organised among small producers, the principal one is the weaving of cloth, by one-man treadle-operated handlooms. This supplies Aden and adjoining territories. Small crushing plants, with one camel[1] turning a mill, extract sesame oil for cooking purposes.

The industries supplying the domestic market are mostly in the hands of individual craftsmen, or a master craftsman with a few assistants. Such are tailors, carpenters, blacksmiths, tinsmiths, garage mechanics, bakers, confectioners, potters, barbers, washermen and cobblers.

Lorries are owned in small fleets by merchants and contractors; conversely, the 60 buses are almost all in individual ownership. Taxis are in small ownership, and mainly driven by Somalis.

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As an example of the diverse nationality of business ownership in Aden, the following are the main concerns and the nationality of their proprietors:

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There are no co-operative societies.

474

Aden has no agriculture, forests or mines. Animal husbandry is confined to the keeping of a few hundred cows for dairy purposes.

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